

**Martell's Brandies**  
are known and liked for all over the World.  
Sole Agents,  
**H. Price & Co.,**  
12 Queen's Rd., Central.  
468

# The China Mail.

ESTABLISHED 1845.

No. 12,930

九月六日星期四英一千零四

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

廿七年庚午

PRICE, \$3.00 Per Month.

WHISKY.

V. O. B.

BLENDED

BY

Charles Mackinlay & Co.,  
LEITH.

\$12.00 per Gase.

MACEWEN, FRICKEL & CO.,  
3, DUDDELL STREET.  
Hongkong, July 20, 1904. 2547

Intimations.

NAM SING,  
U.S. ARMY TAILOR,  
57, QUEEN'S ROAD CENTRAL.  
Brand New Stock in Hand.  
Hongkong, September 3, 1904. 1630

WANG HING & CO.,

DEALER IN  
JEWELLERY AND LACQUERED  
WARE,  
No. 71, QUEEN'S ROAD CENTRAL.  
Hongkong, August 29, 1904. 1582

THE KOWLOON HOTEL,  
KOWLOON

A High class Tourist's Hotel under American Management. First class Comforts. Beautiful Garden. Moderate Charges. J. W. OSBORN, Proprietor and Manager. Hongkong, January 20, 1904. 135

KING EDWARD  
HOTEL.

A HIGH-CLASS PRIVATE  
HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables. For terms, &c., apply to the MANAGER. Hongkong, June 10, 1902. 1220

THE RAMSGATE OF HONGKONG.  
METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan Road—Electric Trams pass the Doors every few minutes. THE ONLY HOUSE ON THE ROAD.

The popular resort of the Colony, occupying a charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula. There is accommodation for a few Boarders.

GOOD SEA BATHING. Refreshments served of the first quality only.

PRIVATE TIFFINS AND DINNERS Prepared in First-class Style on the shortest notice. Dinner Parties and Picnics catered for.

JAS. CHRISTIE,  
Proprietor and Manager. Hongkong, August 13, 1904. 1386

THE POPULAR  
SCOTCH  
IS  
BLACK & WHITE™

A bottle of Buchanan's Scotch Whisky.

James Buchanan & Co.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to

H.M. THE KING  
and  
THE PRINCE OF WALES

Supplied at all the leading Cafes and Hotels, and to be obtained from LANE, CRAWFORD & CO., Queen's Road, Central.

Business Notices.  
**W. S. BAILEY & CO.**

SHIPBUILDERS, ENGINEERS,

BOILERMAKERS, BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST-AND-RIVER STEAMERS, WATER BOATS,  
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND  
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.

s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.

s.s. FATHSAM, 2,260 tons, Captain W. A. Valentine.

s.s. HANKOW, 3,073 tons, Captain B. Branch.

s.s. KINSHAN, 2,890 tons, Captain J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 8.30 p.m.

and 10 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m., 2.30 p.m. and 5.30 p.m.

(Sunday excepted).

These Steamers carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

These Steamers carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES,  
LARGE ASSORTMENT OF SPECTACLES,  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & CO. ARE AGENTS FOR HOSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

## EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.

84, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

**MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 1, SUWA-CHO, TOKYO.

LONDON BRANCH: 24, LUM STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Southbays, Manila, Amoy, Shanghai, Choo, Tientan, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike Hakodate.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanda, Fujimoto, Mameda, Manoma, Onuma, Otsuji, Sasahara, Tanabaku, Yoshimotani, Yushio, Yunokihara, and other Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.



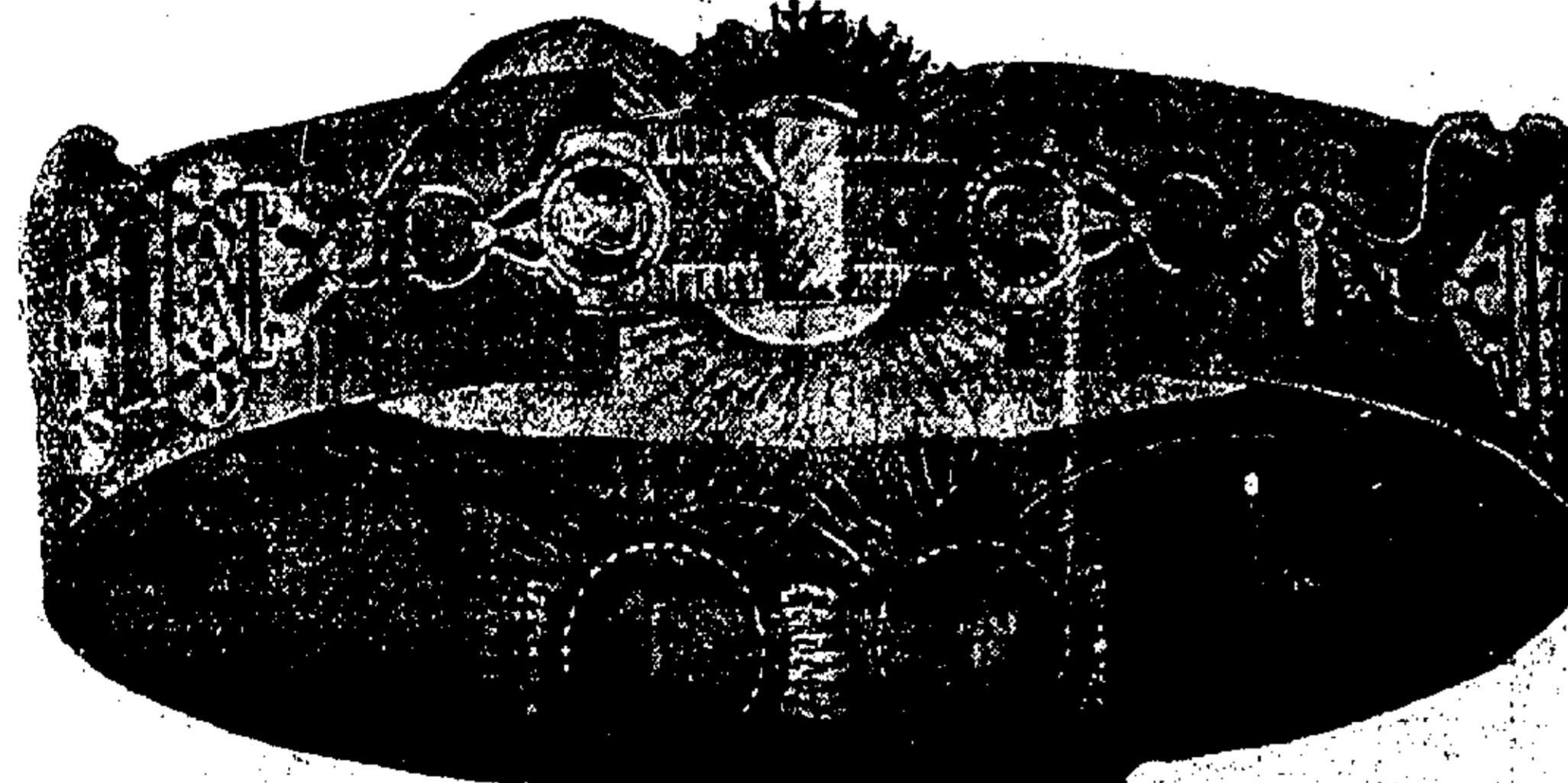
BY ROYAL WARRANT TO HIS MAJESTY THE KING.

**LEA &  
PERRINS'  
SAUCE**

The Original and Genuine Worcestershire.

## LOST MANHOOD

VANCOOKE, Impotency and Waste of Manly Power are quickly and forever cured by the Grand Product of Nature, Dr. McLaughlin's Electro Vigour. Send for the Free Book.



## Free Electric Suspensory for Weak Men.

This Electric Suspensory carries the current direct to the weak parts and cures all weaknesses of men, varicocele, etc. It develops and expands all weak organs and checks unnatural drains. No case of Falling Vigour, Varicocele or Dolority can resist the powerful Electric Suspensory. It never fails to cure. It is free with Electro Vigour for Men.

No man should be weak: no man should suffer the loss of vital element which renders life worth living. No man should allow himself to become less a man than nature intended him; no man should suffer for the sins of his youth when there is heroism and a certain cure for his weakness, a check to his waste of power.

Most of the pains, most of the weakness of stomach, heart, brain and nerves, from which man suffer, are due to an early loss of nature's reserve power through mistakes of youth. You need not suffer for this. You can be restored. The very element which you have lost, you can get back, and you may be as happy again than that lives.

My Electro Vigour, with Special Electric Suspensory (free), will restore you-power. It will check all unnatural drains and give back the old vigor of youth.

This drain upon your power causes Kidney Troubles, Rheumatism and Stomach Ailments. You know it's a loss of vital power and affects every organ of the body. Most of the ailments from which man suffer can be traced to it.

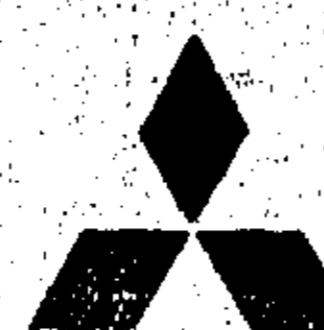
I have cured thousands of men who have squandered the savings of years in useless doctoring.

**DR. M. A. MC LAUGHLIN, 70, Queen's Road Central, Hongkong.**  
BRANCH: CORNER OF NANKING AND KLANKE ROADS, SHANGHAI.

OFFICE HOURS: 9 A.M. TO 6 P.M.

SUNDAYS: 10 TO 1.

## Intimations.



**MITSUBISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)

## COAL DEPARTMENT.

## MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI',  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.

## BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

## AGENCIES.

SHANGHAI: H. J. H. THOMPSON.  
HONGKONG: H. U. JEFFRIES.  
MANILA: COMPAGNA MARITIMA.  
YOKOHAMA: M. ADADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanda, Fujimoto, Mameda, Manoma, Onuma, Otsuji, Sasahara, Tanabaku, Yoshimotani, Yushio, Yunokihara, and other Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

113

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea and South America.

SOLE PROPRIETORS of Takashima, Ochi, Shima, Nasuzaki and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Burmese Coal from 1905.

SOLE Agents for Kitag, Komatsu (Tagawa) and Matsushima Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

## TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and the well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

777

BOARD AND RESIDENCE.

## 'KILLADOOON.'

ON North Spur of MORRISON HILL,  
151, WANCHAI ROAD.—Light,  
airy and well-furnished Double and Single  
Rooms with full view of the Harbour.  
With or without board.

For Terms, apply on the Premises, to

Mrs. G. S. WEBB.

Hongkong, July 20, 1904.

1331

Dated the 2nd September, 1904.

By Order of the Board,

EDWARD OSBORNE,

1613 Secretary.

TO LET.

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, Queen's Road Central.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904.

1374

BOARD AND RESIDENCE.

BARROW TERRACE, Kowloon.

3, Elegantly FURNISHED ROOMS.

Apply on the premises, to

Mrs. GRUNBERG.

Hongkong, July 12, 1904.

1287

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their  
Trans-Pacific Service and until further  
notice, to Book Cargo and issue Bills of  
Lading to SEATTLE, WASH., VICTORIA,  
B.C., and PACIFIC COAST  
PORTS, also to OVERLAND POINTS in  
the UNITED STATES and CANADA in  
connection with the GREAT NORTH-  
ERN RAILWAY from SEATTLE a  
little port of the STEAMERS of the NORTH-  
ERN PACIFIC S.S. CO., BOSTON  
STEAMSHIP and TOWBOAT COYS,  
OCEAN S.S. COY. and CHINA MUTUAL  
S.N. COY.

For further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Buildings, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, May 20, 1904.

1697

MESSRS COOPER &amp; CO.,

No. 37, DES VŒUX ROAD CENTRAL

JUST UNPACKED a New Consignment  
of Men's White India GAUZE  
SHIRTS and PANTS in all running sizes.

Also,

A Fresh Lot of Men's English and  
American BOOTS and SHOES, HATS,  
HOSIERY, &c.Orders for Suits requested—A correct fit  
and style guaranteed, and every satisfaction  
given.

Hongkong, August 9, 1904.

1439

TO LET.

NO. 62, HOLLYWOOD ROAD.

WILD DELL BUILDING.

No. 147, WAN-

GAI ROAD.

Comfortable and Airy Flat

or 2 or 3 Rooms, from \$250 inclusive of  
Taxes.

And others to suit various requirements.

To be had at the Office of the Paper  
Mills, Kowloon, Wan Chai, and  
Macao, W. HARVEY & CO.

Hongkong, July 14, 1904.

1601

TO LET.

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground

Floor of the Annex, suitable for  
Offices.

For Particulars, apply to the Under-

Signed.

C. H. GRACE,  
Secretary.

Hongkong, June 2, 1904.

1599

GUARANTEED TO BE GOOD.

H. RUTTINGER,

No. 3, D'Aguilar Street,

and

3 to 38, Elgin Road, Kowloon.

Hongkong, September 1, 1904.

1487

TO LET.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES  
Reprinted from 'The China Mail'  
WITH A APPENDIX.To be had at the Office of the Paper  
Mills, Kowloon, Wan Chai, and  
Macao, W. HARVEY & CO.

Hongkong, July 14, 1904.

1601

TO LET.

BAOON AND HAM.

TO LET.

CHAPOTEAU'S

Phosphoglycerate  
OF LIMEThe modern restorative  
of the nervous system.For drunkards, teachers, students,  
and all who are fatigued, sexual  
losses, dyspepsia, nervous  
affections and insomnia.It is readily assimilated and  
promotes digestion.

PHOSPHOGLYCERATE OF LIME

CHAPOTEAU'S

PHOSPHOGLYCERATE WINE

CHAPOTEAU'S

PHOSPHOGLYCERATE CAPSULES

CHAPOTEAU'S

PHOSPHOGLYCERATE CAPSULES

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PHOSPHOGLYCERATE CAPSULES

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PHOSPHOGLYCERATE CAPSULES

CHAPOTEAU'S

## OCEAN TREASURE.

**New Device for Recovering Submarine Wealth.**

Some interesting diving experiments have been carried out in England by Messrs Siebe and Gorman, submarine engineers to the Admiralty and War Office, in conjunction with Professor Leonard Hill, which promise to make deep-sea diving a far safer profession, and may lead to the recovery of much sunken treasure.

The present system is responsible for numerous cases of severe illness, known as "diver's palsy," a form of paralysis which often result in death. In most cases this is due to the fact that the diver descends and ascends to quickly, and the severe pains in the joints, deafness, vertigo, and "palsy" which frequently attack the man are caused by the sudden change from an abnormal atmospheric pressure to the normal pressure.

The bell is a steel chamber divided into two compartments, one of which is open at the bottom like an ordinary bell, while the other half is closed.

When the diver, in ordinary diver's dress, wishes to ascend, he enters the open half of the bell, opens a trapdoor in the partition, passes into the closed and sealed chamber, which is provided with electric light and telephone, closes the trapdoor behind him, and is drawn up.

## AIRTIGHT CHAMBER.

The airtight sealed chamber is supplied with air at the same pressure as that under which the diver was working. When the bell is brought on board ship the air is allowed to escape very slowly, and the man is gradually "decompressed."

"By this bell, in conjunction with the usual diving-dress," said Messrs Siebe and Gorman's manager to an "Express" representative recently, "we hope to reach greater depths than have ever been attempted, and there is a great deal of sunken treasure yet to be saved from depths of 200ft."

"One of our divers, Alexander Lomber, recovered seven treasure-chests, valued at £70,000, at a depth of 125ft."

"It is a mistake to suppose that 100ft is a limit for divers. The record depth attained is 204ft, and it is also possible for a man to remain at work for six hours at a stretch."

"The Navy send their divers down to a depth of 120ft., but we do not hesitate to lower our men 140ft., and with this bell we may reach 220ft." *Casey's Saturday Journal.*

## BILIOUSNESS CURED.

WHAT R. F. BEANE DID FOR A WOMAN.

BILIOUSNESS may show itself in many ways. It may be a slight attack which merely makes you feel out of sorts and languid, or it may be so severe that it paralyses all your mental and bodily powers. This is an almost unfailing cure for it, viz., Clas. Ponde's Bile Bane, and this remedy should never be neglected, however slight the attack may seem. For eight years I suffered from biliousness, says Mrs Susan Barham of the Elms, Midleton, Suffolk, England.

"Although I suffered from those painful attacks for eight years, it was not until about four years ago that they became really serious. From that time I was never free from them for more than a day or two at a time. I could not eat, and there was always a feeling of fullness and weight at my stomach. I was quite unable to do any work, and so terribly did I suffer, that many a time I have wished myself dead."

"Freely I have been so absolutely prostrated by biliousness that I have had to be carried upstairs and put to bed like a child. The noises in my ears were very distressing—whistlings, and cracklings, and hummings; and the pains in my head and all down my back were torture to me. I felt I could not endure my agony much longer."

"One day a neighbour called my attention to a report in the papers of a cure by Charles Ford's bile bane, and as the case was very like my own I decided to try them. My husband sent me a box, and I commenced taking them, and soon felt a little better. The pains and noises in my head seemed less severe, and I had less pain in the region of my stomach. I continued with the course, and soon I felt a new woman altogether. I am now quite cured, and am better and stronger than I have been for ten years. I have recommended this bane to my neighbours, and they too have reaped great benefit from them."

Charles Ford's Bile Bane for Biliousness are a cure for indigestion, anæmia, weakness, female ailments, heat fits, malaria, neuralgia, lameness, rheumatism, debility, palpitation, pain in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors.

Price 75 cents (Mex.) per bottle.

## JUST ESTABLISHED:

## WING SUN &amp; CO.

No. 54, QUEEN'S ROAD, CENTRAL  
(Premises formerly occupied by Messrs C. J. Gaff & Co.).

## High-class Tailors &amp; Outfitters,

## Shirt and breeches Makers.

F.I.T. Quality, Workmanship Guaranteed.

Prices very moderate.

NOW SHOWING—New Lot of STRAW HATS, FEED HATS, PARASOLS, UMBRELLAS, WALKING STICKS, BOOTS AND SHOES, &c., &c.

INSPECTION INVITED.

Telephone No. 467.

Hongkong, August 4, 1904.

1423

## SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Services for the Improvement of China. To be Reprinted from the China Mail, To be had in pamphlet form at this Office.

Price 50 cents.

Hongkong, July 4, 1904.

1227

CARBONIC ACID  
in iron drums.

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GROSSMANN & CO.

## DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sicknes of Pregnancy.

DINNEFORD'S MAGNESIA MAGNESIA

For Acidities, Indigestion, Heartburn, Headache, Heart Disease, Nervous Complaints, &c.

For the Sicknes of Pregnancy.

For the Sicknes of Infants, Children, &c.

For the Sicknes of Females.

For the Sicknes of the Aged.

For the Sicknes of the Weak.

For the Sicknes of the Debilitated.

For the Sicknes of the Convalescent.

HOME ADDRESS: "ACHEE," HONGKONG.  
— E. G. COKE, 4TH EDITION.

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**ACHEE & CO.****利**No. 17,  
QUEEN'S ROAD,  
HONGKONG.**Furniture  
Dealers.****DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.****ELECTRO-PLATED,  
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REQUISITES.****WM. POWELL,**  
LIMITED.**SMART  
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FRENCH,  
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AMERICAN  
FASHIONS.****OUT, FIT,  
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THREE PLACED WHISKIES:

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1st—KING EDWARD VII.

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Gold Label ..... \$22.00

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A Good 3rd:—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:

H. PRICE &amp; CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Miscellaneous.

4 p.m.—Aquatic Sports of V.R.C., in Club Enclosure, Austin Road, Kowloon.

Goods per Arratton Appear undelivered after 4 p.m. on this date will be landed.

General Memoranda.

THURSDAY, September 1:—

Goods per Japan not cleared at 4 p.m. on this date subject to rent.

Goods per Nankin not cleared at 4 p.m. on this date subject to rent.

FRIDAY, September 2:—

9.30 p.m.—Auction of Japanese Curios, &amp;c., at Mr V. I. Rommell's Sales Rooms.

SATURDAY, September 3:—

Goods per Bremen undelivered after this date subject to rent.

MONDAY, September 5:—

Goods per Bremen not cleared on this date subject to rent.

TUESDAY, September 6:—

12.15—Meeting of Shareholders of The Hongkong &amp; Kowloon Wharf &amp; Dock Co., Ltd., at Messrs Jardine, Matheson &amp; Company's Offices.

WEDNESDAY, September 7:—

Transfer Books of A. S. Watson Co., Ltd., closed from this date to 8th October, inclusive.

SATURDAY, October 1:—

Fourth Meeting of Hongkong Gymkhana Club at Race Course.

**A. S. WATSON & CO.,  
LIMITED,**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

**THE FINE****MELLOW****FLAVOUR**

OF OUR CELEBRATED

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**SCOTCH****WHISKY**

IS ATTAINED ONLY BY

**GREAT AGE,**

being thoroughly matur-

ed and Superior Quality

Uniformly Maintained.

Price \$16.50 Per Dozen.

A. S. WATSON &amp; Co., Limited.

ALEXANDRA

BUILDINGS.

## BIRTH.

At the Government Civil Hospital, on Tuesday, 6th September, 1904, the wife of A. W. J. SIMMONS (P.W.D.), of a Daughter.

## MARRIAGE.

HOLYOAK-COWPER.—On the 3rd inst., at St James' Church, Vancouver, B.C., by the Rev. T. Finnes Clinton, Percy Hobson, second son of the Rev. T. H. Holvoak, of Whalley Range, Manchester, to NELLIE GENTRIFFE, only daughter of William Cowper, Esq., of Moseley, England.

## DEATH.

On Wednesday, August 24th, at Seoul, at the age of 6 months, LETTIA PAULINE, the beloved daughter of Thos. Garnier.

22.—The publication of this issue commenced at 5.00 p.m.

**The China Mail.**

HONGKONG, TUESDAY, SEPTEMBER 6, 1904.

## JERRY-BUILDING.

A few days ago we had occasion to draw attention to the dangerous state of many old houses in the City, and the urgency which existed for having them removed and others in course of construction closely inspected to prevent jerry-building being successfully practised by unscrupulous contractors who make a specialty of that kind of work.

The collapse of another building on Sunday night once more emphasises the necessity for an investigation being made with regard to the stability of the old houses in the thickly-populated Chinese quarters. Inquiries made by us show that the Public Works Department have a system of inspection of houses in course of construction which seems to have acted with a certain degree of success when the present is compared with the past. Still, we do not think it is as effective as it might, and should, be, and we believe it yet leaves the way open for any amount of corrupt work to be done. The Officers of the Department point out that houses cannot be erected under existing laws until the plans have been presented by a recognised architect, and, from the time a building is commenced it is continually under the eye of the Inspector until it is finished. That, in itself, is manifestly impracticable however, since there are only three Building Inspectors employed in the Colony by the Government, and each Inspector has, at present, about two hundred houses to look after. Their districts are so extensive, too, that it is almost impossible for them to give any one house the attention that it deserves, and that being so the opportunity is, naturally, often open to the contractors to do shoddy work, or to use in the building material that is far from being up to the standard specified. Patches of inferior construction or defective material might easily escape the eye of the most skilled building expert after it has been up a few days, but yet it is possible for it to contribute to the collapse of a house within a short period after its completion. To expedite the work of the three Inspectors who are employed the Colony is divided into three districts, viz., Hongkong East, Hongkong West, and Kowloon. The first embraces Victoria, east of Jubilee Street, to Kennedy Town; and the third, Kowloon Point, Hunghom, Kowloon City, Yau Ma Tei, Mong Kok, Tai Kok Tsui, Fuktsunheung, and Laichikok. Those districts are surely large enough in area to almost warrant the services of three Inspectors each, if it is desired that houses shall be erected according to the plans and specifications supplied and passed by the Public Works Department. Even with so much work on hand the Inspectors condemn a large number of places, and it is safe to assume from that that they would refuse to pass more if they had sufficient time to watch their progress properly. The proportion of bad work to good is very great, and the difficulty the Inspectors have is not in condemning the inferior work but in seeing that it is afterwards replaced and made good.

During the twelve months ended August 12, 171 houses were passed, but 160 were condemned in addition to those checked for defective work during construction. It will be seen from that that the inspectors have a pretty busy time of it, and, in fact, too busy a time to do their work properly. We feel sure that the Inspectors are condescensions to a degree in the performance of their duties, but even conscientiousness cannot assist them to perform impossibilities. Through being, by pressure of time, unable to see that defective work is removed and made good a contractor is able to delude them, and

the result is that jerry-building thrives despite the efforts made to suppress it. That is significantly evidenced by the case of a new house at Breezy Point, which, at present, lies in an uninhabitable state. We understand that it was passed as sound in construction, yet the first good storm that came along blew down portions of its walls. Even if a certificate had not been granted the house was completed, and that shows that the Inspector was unable to detect at slate stage the defective work which was plainly put into it at some time or other. The Government has no doubt done well to make an attempt to grapple with the evil, but it appears to us they have stopped short in the wrong place. They should have appointed more inspectors at the outset. It is obviously untrue to expect three men to satisfactorily do the work of six or more, and whilst the Government continues to do so they will only be lending a hand to the nefarious contractor to erect structures that will be a permanent menace to those who might live in them or who might use the streets in which they stand.

To Correspondents.

The letter of "Artegal" is held over for the present.

## LOCAL AND GENERAL.

The French Mail.

The French mail steamer *Australia* will arrive in Hongkong three days after the English mail, which left England a week after her.

Arming China.

The *Peking and Tientsin Times* says of Tsch Liang's southern tour:—"Ostensibly his mission is to see what can be done to improve the military organisation of the Empire, but in reality it is largely to see how far the various arsenals are exerting their best efforts at production, and how their ability to turn out more arms and ammunition may be extended; also to induce the various provinces to discover fresh ways and means of sending up further money contributions to Peking."—It goes on to say that his present mission seems to us more strongly reminiscent of that former tour of one Kang Yi than suggestive of a new era of progress and advancement.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the Fund of the Hospital:

Tsun T'ai	.....	\$ 8
Tai Nin	.....	5
Pok Wa T'eng	.....	5
Sui Wu Teung	.....	5
Wing Wo Taung	.....	5
Lun King	.....	5
Pang U Tai	.....	5
Tai Hing	.....	5
Tai Min	.....	5
Fu Fung	.....	5
I Wo Tsoung	.....	5
Shiu Cheung	.....	5
Ku On	.....	5
Li Cheung	.....	5
Yut On	.....	5
Wai San	.....	5
Tsun Tak Tong	.....	5
Lai Hing Co.	.....	5

No Complainant.

A good deal of trouble and annoyance is caused to the police by people who lay information against rickshaws and chair coolies, for different offences, and then fail to put in an appearance when the cases come before the Court. A case of this description came before Mr J. H. Kemp, at the Magistracy this morning, in which two rickshaw coolies had been summoned by the police to appear. The case had been previously before the Court and was remanded, and when called this morning there was no complainant. His Worship to the coolies—"The information is dismissed, I am sorry that you have been brought here twice, as this seems to be a vexatious charge."

Cruelty to Animals on Board Ships.

An interesting case, which illustrates the retrogressive methods employed by the Hongkong Government, came up for hearing at the Magistracy yesterday before Mr J. H. Kemp. It appears that when Dr Keyt, one of the Medical Officers of the Port, boarded the *Carl Diederichsen*, he noticed that a number of pigs and chickens were so crowded together as to cause them unnecessary suffering. He called the attention of a Police Officer to the fact, and the latter went to the Magistracy to take a summons out against the Captain of the vessel. Before he could proceed against the Captain the Police Officer had to secure the signature of the Medical Officer of Health to the summons. He had to go to the Sanitary Board, where he saw Dr Pearce, who readily endorsed the summons. The Captain was fined \$30. Surely the Police could be invested with the necessary authority to take out a summons against an offender of the law.

THE IDEA which some people have that chronic diarrhoea is incurable is a mistake. Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure cholera, morbus, and he will most likely forget it before the end of the day. Let him have a severe attack of that disease, feel that he is about to die, use this remedy, and learn from his own experience how quickly it gives relief, and he will remember it all his life. For sale by All Dealers; Wixson & Co., Ltd., General Agents.

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Russian line broke and began retiring towards Liayang. The Japanese occupied the positions vacated by the Russians and renewed the attack on the now demoralized enemy, who continued falling back. A stubborn defence was made about four miles south of the city under shelter of the fortifications, where the Japanese were temporarily repelled. Thereafter the Russians were routed, the Japanese pursuing them vigorously.

Simultaneously the Japanese right wing, advancing from Tatarlenko, effected a crossing of the Taitseho river about six miles north of Liayang by means of pontoons in a manner similar to the passage of the Yalu. By noon they had occupied a strong position on the right bank of the river, effectively flanking the Russian positions. The Russians fought with great determination to prevent the crossing and a desperate struggle took place in which the Japanese suffered very heavy losses.

Here and on the continent the forced surrender of the Russian army is regarded as practically inevitable. Parades are being drawn by military experts between his position and that of Marshal Bazaine at Metz and it is believed an alternative is possible. Even the French Journals which criticize the tactics of the masters of strategy are now paying tribute to this masterpiece of art.

Field Marshal Oyama, the commander-in-chief of the Japanese army, is directing the operations at Liayang in person.

SAN FRANCISCO, September 2.

The Russians are now in retreat and are fighting desperately, surrounded on all sides by the Japanese.

Kuroptakin is endeavouring to retreat northward with his broken army.

The Japanese have effectively intercepted his line of retreat and surrender is believed to be inevitable.

To-day, finding the city no longer tenable and being in danger of being coupé up there, Kuroptakin abandoned it.

The Russians were demoralized and conducted the evacuation in great disorder, the troops from the south falling back on the city closely pressed by the Japanese, increasing the confusion. Great numbers were killed and many taken prisoner.

Fifteen cannon have fallen into the hands of the Japanese. Later reports are expected to swell the captures of the Japanese.

Kuroptakin is retiring northward and has crossed the Taitseho river, about five miles north of Liayang, where he is endeavouring to make a stand.

He is in imminent danger of being forced to surrender as the Japanese have him on all sides.

Liayang has been occupied by the Japanese.

The railroad connection between Liayang and Mukden has been broken, the Japanese column which was sent to prevent reinforcements reaching Kuroptakin from the north having succeeded in taking up a strong position near Yontai, about 20 miles north of Liayang, on the railroad line.

A relieving force advancing from the north has been twice repulsed.

A strong force of Japanese which was thrown across the Russian lines of communication north of Liayang has occupied a point of vantage about fifteen miles northwest of Liayang, its left wing resting on the railroad.

#### The Russian Transport Problems.

The Paris correspondent of *The Times* states that in the course of an interview with the St. Petersburg correspondent of the *Écho de Paris*, M. Taburno, described as an engineer of high reputation who took an active part in the building of the Trans-Siberian Railway, declared the problem of the transport of food and ammunition for the army of 500,000 required by General Kuroptakin to be well nigh insoluble. Such an army will need 110,000 to 130,000 horses. Manchuria is a poor and hostile country, and Eastern Siberia does not grow enough corn for its population. The latter country could, however, supply the army with half the cattle and all the forage it requires. But the remainder of the enormous quantity of provisions indispensable to that mass of men and animals must be drawn from Western Siberia and even from Russia proper. Assuming that the supplies from Eastern Siberia were forwarded to Kharbin by the Shilka, the Amur, and the Sungari, it would still be necessary to send 14 or 15 trains to Kharbin daily with provisions, ammunition, railway material, etc. This would make 28 to 30 running both ways, and M. Taburno questioned whether the line would be able to bear such traffic. He did not think the situation a hopeless one, however, as there still remained the possibility of organizing carriage by road and river. "But," added M. Taburno, "this course is urgently necessary, as otherwise I do not see how Russia can accomplish the most gigantic task of all those undertaken in the history of modern mechanical enterprise."

A French engineer who has just returned from Mukden has, in an interview with the St. Petersburg correspondent of the *Petit Parisien*, expressed a very unfavourable opinion of the condition of the Trans-Siberian Railway. He concludes from his own observation that the actual transport of troops does not exceed 1,000 men per day. He reckons that up to the middle of June not more than 90,000 men had been conveyed to the seat of war, and with the inequitable means at the disposal of the authorities even that was a tour de force. In the opinion of this French engineer General Kuroptakin has certainly not more than 150,000 men at the present moment, and could not place more than 100,000 combatant in line of battle. "That is why General Kuroptakin retreats, and will continue to do so for a long time, trying to save appearances by the last battle delivered in despair with entire forces. What I am now telling you has long been known to the Japanese."

#### How to Avoid the Dangers of a Cold.

Everyone must realize the dangers attending a severe cold, and that it is always prudent to remain indoors until the danger is passed. Many, however, do not feel able to lose the time and will be interested in knowing that a severe cold may be broken up and all danger avoided by the prompt use of Thomson's "Cough Remedy." It is not only cures, but cures quickly and counteracts any tendency toward pneumonia. For sale by All Dealers; Watkins & Co., Ltd., General Agents.

#### AQUATIC SPORTS.

##### The V.R.C. Carnival.

President: His Excellency Major Sir Matthew Nathan, R.E., K.O.M.G. Vice-President: His Excellency Major-General Villiers Hatton, C.B. Chairman: Mr. Arthur Chapman, Committee: Messrs. W. Armstrong, W. S. Bailey, G. A. Caldwell, C. H. Grace, W. G. Humphreys, E. M. Hazeland, T. Meek, E. W. Mitchell and A. Rodger. Umpires: Messrs. E. W. Mitchell, W. S. Bailey, W. Armstrong, and T. Meek. Referee: Mr. Arthur Chapman. Starters: Messrs. Caldwell and Rodger. Handicappers: Messrs. T. Meek, A. Humphreys, J. H. R. Hance and H. C. Austin. Time-keepers: Messrs. E. M. Hazeland, A. Humphreys. Hon. Treasurer: Mr. R. H. Mitchell. Hon. Secretary: Mr. Harold C. Austin.

The Annual Aquatic Sports under the auspices of the Victoria Recreation Club were commenced at 4:30 p.m. yesterday in the presence of a fair number of spectators. The Club's enclosure was tastefully decorated with flags, Chinese lanterns and bunting, and an air of gayety pervaded the premises.

All round the building crimson hunting was entwined about the supporting poles and along the front of the roof, while interlaced with each other in the Gymnasium were various coloured flags. From top to bottom it could be seen that considerable labour and care had been taken to render the premises as neat and attractive as possible. Those responsible for the decorations, foremost among whom is Mr. C. Leabir, the energetic Steward, must feel highly gratified with the result of their exertions. In front of the Club a large stage has been erected which gave accommodation to a large number of spectators who displayed considerable interest in the racing.

The main point was the Half-mile Championship, and as the men faced the course various conjectures were made to who would win. By general consent N. H. Alves and J. Witchell were installed favourites, Alves having the greater number of followers. The other man expected to swim well were C. Humphreys and A. V. Barros, but little was known of the capabilities of F. Penny, A. Longman and A. Humphreys, all non-members of the Club. J. Witchell won easily, Alves being fourth about 50 yards away. It transpired afterwards that Alves had collided with a jelly-fish and was stung about the arms, shoulders and neck.

The results are as follows:

FIRST DAY.

HALF-MILE CHAMPIONSHIP OF THE COLONY.  
Starters: F. Penny, A. Longman, A. Humphreys, J. Witchell, C. Humphreys, N. H. Alves, R. C. Witchell, C. J. Cooke, A. V. Barros.

R. Witchell and Alves went to the front from the start, closely followed by J. Witchell and C. J. Cooke. R. Witchell, swimming the trudgen stroke, made the pace fast but Alves kept with him, while J. Witchell and Cooke were content to stay behind them. As the men got into open water the tide began to carry them away from the buoy. R. Witchell and Alves, in particular, were affected by it, but J. Witchell, Cooke and Barros swam fairly straight. The buoy (4 miles) was rounded in 7 min. 20 sec. by J. Witchell, Cooke being with him. R. Witchell and a number of others gave up before the buoy was reached. Coming round J. Witchell gradually drew away from Cooke, while Barros gained on Cooke. As the men neared the finish it was seen that J. Witchell led by about 30 yards, while N. H. Alves was a fourth a long way off. J. Witchell spurred to the finish and was second. Cooke was third, Barros being third by 30 yards behind Cooke.

Result:—J. Witchell 1; C. J. Cooke 2; A. V. Barros 3. Time, 15 min. 56 seconds.

TWO LENGTHS (Army, Navy and Police).

Seven started. Fisher, of the Royal Garrison Artillery, won easily, but the second place was fought for hard, Taylor of the R.M.L.I. just securing the verdict by a touch.

Result:—Fisher 1; Taylor 2. Time, 45 seconds.

Two LENGTHS (Handicap). 1st Heat.—H. M. Bain 'go': A. J. Mackie owes 10 sec.; H. C. Sayer owes 14 sec.

Three starters only. Bain had a lead of about 13 yards when Mackie went off the yard, Sayer boat Mackie home by one yard in 46 seconds.

2nd Heat.—W. T. Andrews owes 7 sec.; F. P. Musso owes 10 sec.; E. Humphreys owes 12 sec.; A. J. V. Rebeiro owes 14 sec.

Only four lined up for this event, which proved to be rather a close thing. Bain had a lead of about 13 yards when Mackie went off the yard, being close up. Time, 47.

3rd Heat.—O. R. Chunnut owes 10 sec.; H. S. Kent, owes 13 sec.; A. V. Barros owes 17 sec.

Three started. The race proved an easy one for Kent, who won as he liked in 43 seconds. Chunnut was second.

4th Heat.—H. C. Austen owes 7 sec.; J. M. Roza Pereira owes 11 sec.; A. Lourenço owes 12 sec.; H. A. Lammert owes 13 sec.; N. H. Alves owes 19 sec.

Austen led the turn by 23 yards. Lourenço, however, soon caught him and won by about 14 yards in 42 seconds.

5th Heat.—G. B. Macdonald owes 8 sec.; C. O. Ozorio owes 10 sec.; J. A. S. Alves owes 11 sec.; J. H. R. Hance owes 12 sec.; C. Humphreys owes 15 sec.

C. Humphreys swam a fine race and won the heat in good style in 41 seconds. Ozorio was second, a touch behind.

Swim Under Water.—J. Witchell, E. Humphreys, R. C. Witchell, C. J. Cooke, J. H. R. Hance, F. M. Roza Pereira, J. E. Ellis, J. M. Roza Pereira, H. C. Austen.

C. J. Cooke swam well and covered 137 feet in 3 inches, but in his second attempt he swam in a circular direction, and although he covered a greater distance than before it did not go to his credit. J. Witchell swam 141 feet 9 inches and E. Humphreys 139 feet 1 inch. Witchell was first. Cooke second.

Lengths (Handicap). Two Lengths.

Three started. H. Livesey swam well, but the distance was too long for him and he could only get second. Albert Ellis won in 1 min. 17 seconds.

Victoria's Race.—Two Lengths (Handicap). Open to competitors over 35 years of age.

T. Meek, who had 4 seconds start from W. S. Bailey and 6 seconds from F. W. White, won fairly easy, as he was generally anticipated when the handicaps were divided. Bailey was second. No time was taken.

#### TEAM RACE.

No. 1.—R. C. Witchell (Capt.), H. A. Lammert, H. S. Kennett, A. Lourenço, W. G. Goggin, H. O. Austen, E. Humphreys, G. B. Macdonald. No. 2.—J. Witchell (Capt.), H. C. Sayer, S. M. Gilley, L. E. Lammert, E. Herbet, F. P. Musso, H. S. Roza, A. J. Mackie. No. 3.—N. H. Alves (Capt.), A. V. Ribeiro, J. A. S. Alves, J. H. R. Hance, F. M. Roza Pereira, F. M. Roza Pereira, O. R. Chunnut, J. E. Ellis, F. W. White.

After the first two or three men had swum it was seen that the race lay between R. C. Witchell's team and C. Humphreys' team. Some close lengths were swum but R. C. Witchell's team beat C. Humphreys' team by about three yards.

The carnival will be continued to-day and to-morrow. Wednesday is Ladies' Day and the Secretary's Launch leaves Blake Pier at 3:45 p.m.

#### SUPREME COURT.

##### IN SUMMARY JURISDICTION.

(Before His Honour, Mr. T. Sercombe Smith, Principe Judge.)

Tuesday, September 6.

##### AN UNPENDED SUIT.

Mr. H. Hursthouse (of Messrs. Dennis and Bowley) appeared on behalf of Tang Kin, trading as Lee Kee Tseung, who sued the Chu Lee Loong for \$671.95, being money due to him sold and delivered.

Defendants failed to put in an appearance and, after the debt was proved, judgment was given for plaintiff with costs.

##### THE LICHUAN MASSACRE.

##### How It Originated.

The Ichuan correspondent of the *N. C. Daily News* writes under date of August 27th:—

I have just received these details of the murder of the Roman Catholic Bishop from a small official. It looks a probable enough explanation and shows how large a matter in China a little fire kindled.

The Bishop went from Ichuan with priest and a native helper named Chin. At a place, Shantzezi, 90 li from Shantze, as "Mr Chin was riding past, a boy of fifteen years of age shouted out something uncomplimentary regarding foreigners." Chin for this gave the lad a thrashing. Afterwards the lad gave chase and bespattered Chin with mud, and on reaching the Bishop he said, "I carry one's life in one's hand, so speak, which is charmingly exciting and dangerous. Do you wait till the foursome in front has played its second stroke before driving from the tee?" Not a bit of it! What a waste of time and where would the fun come in? Besides, the next couple waiting to play behind you begin abusing you like a pickpocket if you show any signs of delaying, and so you set your teeth and start on your perilous "round." Golf ball to right of you, golf balls to left of you in front, behind, on your very head, "Forward! you say to four partner, do not be dismayed, perchance in time we shall make a good shot and clear the way before us by successfully injuring some in front."

As to other little matters of etiquette, such as "replacing the turf" one has cut in such generous slices, "that, too, would be merely waste of time. "Do not speak on the stroke!" How absurd—as if it mattered! Certainly, Nell, there is no denying it, the Royal and ancient game of golf as played out here is excellent in every way.

Tennis, at which game, as I tell you, I am merely an onlooker, is played chiefly at the Ladies Tennis Club, managed entirely by Us.—Secretary, treasurer and committee are all women—and very well managed it is too. To show how much more generous-minded and kind-hearted we are than the opposite sex, I must tell you that we make no horrid little rules stating that men may only play on our courts on one day in the week. We allow them to be members (provided only that they are duly proposed and seconded by feminine friends) and play whenever they like. It is true we are inclined to be exclusive, but then membership of our club is a guarantee of respectability. A man now absent from the Colony, once told me that shortly after his arrival here he went to one of the big dances and was there introduced to a lady who idly looked him up and down for a minute or two and then said, "Do you belong to the L. T. C.?" My friend said he had that honour, whereupon the fair damsel threw off her icy reserve and welcomed him as "one of us." About twice or three times a year great tennis tournaments, very amusing to watch, are held at the Club for which most members enter. The events are usually handicap and, of course, there is always general dissatisfaction with the handicapping—that is only natural—and, of course, everyone wants to play at the same moment on the best courts and you may be sure kindly feeling and much sweetness of temper and unselfishness is the usual result. It is an all round good Club nevertheless,—the L. T. C.

By far the most exciting game to watch is the Ladies' Hockey. The Hockey Club was started, I believe, about two years ago, just before we came out here. I had from a friend an account of the preliminary or business meeting. According to my friend's account about thirty athletes and would-be athletes met at a certain house on a certain day and talked very hard on all sorts of other subjects for about half an hour until someone called the meeting to order.

Then a Captain-Secretary-Treasurer was elected, and after that arose the serious question of electing a committee and arranging their duties. One fair athlete got up and suggested that the committee should consist of ladies whose houses were near together at the Peak, so that they should be the duty of the members of the committee to call on them. This suggestion was unanimously adopted. A committee was elected and the Hongkong Ladies' Hockey Club thus started—on a sound business footing. The first practice game I went to watch last year took place on the Volunteer ground

#### INTERCEPTED LETTERS.

##### No. X.

THE PEAK, September 1.

My Dear NELL,

What ages it seems since I last wrote to you, and I have no excuse to make for my negligence except sheer laziness induced by the hot weather, and lack of interesting events to chronicle at this dull and rainy time of the year. Indeed, so dull are things at the present moment, that I think this week I shall have to fall back on genealogies and describe to you some of our standard feminine amusements and games—and the way we play them in Hongkong. As far as outdoor amusements go, there are three popular games among the women folk—golf, tennis, and hockey.

which is about the size of a large drawing-room and situated on the top of a hill. About nine players a side was the game. Owing to the size and situation of the ground, whenever the ball was hit at all hard, it rolled off the ground and down to the bottom of the hill and from there it was fished continually by hot and perspiring male onlookers. This ground, after one or two trials, was decided to be too small for the purpose and "make look see." Why that should be so dreadful I could not quite make out, but that is probably because I am not a performer. While there was quite a number of very good hockey players amongst the members of the Club, several had, I fancy, not played much before, and this made the game very exciting. I saw one day, while looking on at a game, an outside-half or inside-forward, or whatever they call it, throw the ball, instead of along the ground, right between the eyes of the girl who was "marking." For a moment there was dead silence, then the injured one with the two black-eyes politely suggested to the injurer that she should go home and read through the rules of the game. Was it not splendid, Nell? Think what a man would have said under the same circumstances! But then, they are not different.

There was quite a number of hockey matches during the season between the L. H. C. and various teams of men, who by way of handicap were arranged in skirts and sashes—very becoming to their wearers. The most exciting of these matches was the wives v. husbands. The husbands on this occasion were not put into long clothes, because their wives were of victory without handicap.

How many old scores must have been paid off in a nice quiet little way on that day. Who knows!

I have come to the end of my paper and have not yet told you anything about our indoor games. I must leave that subject until another

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	{ Bengal ..... G. PHILIPS ..... September 1.	About 8th Freight and Passage.
LONDON, &c.....	{ Chusan ..... A. THOMPSON ..... September 1.	Noon, 10th See Special Advertisement.
YOKOHAMA, VIA SHAI MOJI AND KOBE (Passing through the INLAND SEA).....	{ A. F. STREET ..... September 1.	About 9th Freight only.
YAMA, VIA SHAI MOJI & MANILA.....	{ H. G. H. LEWELLIN ..... R.N.E. September 1.	About 16th Freight only.
KOBE (passing through the INLAND SEA).....		

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, September 3, 1904.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,

## JOINT SERVICES.

## FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARD'S.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PINGSUEY	17th September.
GLASGOW AND LIVERPOOL	ACHILLES	24th September.
GLASGOW AND LIVERPOOL	DECALON	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

## HOMEWARD'S.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	18th September.
* GENOA, MARSEILLE & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLE & LIVERPOOL	ALCINOUS	22nd October.
LONDON, AMSTERDAM & ANTWERP	PINGSUEY	25th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND ALL PACIFIC COAST PORTS	TELEMACHUS	8th September.
NAGASAKI, KOBE & YOKOHAMA	DECALON	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, September 3, 1904.

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOOCHOW.

## THE Company's Steamship HAITAN.

Captain ROACH, will be despatched for the above Ports on THURSDAY, the 8th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, September 5, 1904. 1640

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship KUMSANG.

Captain BULLER, will be despatched above on or about THURSDAY, the 8th Inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, September 5, 1904. 1620

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK, VIA SUEZ CANAL.

## THE Steamship EPSOM.

Captain J. COX, will be despatched for the above Port on or about FRIDAY, the 9th September.

To be followed by the Steamship OLAVERBURN, on or about TUESDAY, 18th October.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, September 1, 1904. 1556

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship OHUSAN.

Captain A. THOMSON, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's a.s. Marmara, 10,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. ORIENTAL, due in London on the 23rd October.

Parcels will be received at this Office until 4 p.m. the day before sailing, the contents and value of all packages are required.

For further particulars, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, September 5, 1904. 1638

## STEAMSHIP SERVICE TO NEW YORK, VIA SUEZ CANAL.

## (With liberty to call at Philippine Ports.)

## THE Steamship HUDSON.

will be despatched on or about THURSDAY, the 16th September, 1904.

For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, August 12, 1904. 1575

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## PROPOSED SAILINGS FROM HONGKONG.

## STEAMERS. To SAIL. 1904.

## ATHOLL..... About Sept. 17.

## SAGAMI..... About Sept. 30.

## HINDUSTAN..... About Oct. 7.

## For Freight and further information, Apply to DODWELL &amp; CO. LTD., Agents.

Hongkong, September 6, 1904. 110

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship Aratooon Aprar, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after the 7th Inst. will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY.

Goods impeding the discharge or remaining on board after 4 p.m. the 3rd instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, September 2, 1904. 1624

## HONGKONG-MACAO LINE.

## S. S. WING-CHAI,

## CAPTAIN SAMUEL BELL SMITH.

## DEPARTURE from HONGKONG on week days at 7.30 a.m., Ex-arrive on Sunday at 8.30 a.m.; from MACAO week days at about 2 p.m., Sunday at about 7.30 p.m.

## Fare (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$6, 2nd class \$2, 3rd \$1.50.

## On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$3. Return Ticket \$6. Return Ticket, including Cabin and dinner either on board or at MACAO Hotel \$6. On Sundays \$3 extra will be charged for each cabin which has accommodation for 2 or more passengers.

## Wharf—At the Western end of Wing Lok Street.

## The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach MACAO.

## MING ON &amp; CO., 2nd Floor, 16, Victoria Street.

Hongkong, September 7, 1903. 1559

## STEAM TO CANTON.

## THE new Twin-Screw Steel Steamer KWONG OBOW.

## 1,800 tons....Captain J. P. MARTIN.

## KWONG TUNG.

## 1,838 tons....Captain H. W. WILSON.

## Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted).

## Leave CANTON for HONGKONG about 6 o'clock Every Evening (Sunday excepted).

## These fine new steamers have general accommodation for 1,800 passengers and are fit throughout by Electricity.

## Passage Fare—Single Journey \$16.00.

## Meals \$1.00 per day.

## The Company's Wharf is a short distance West of the Harbour Master's Office.

## SHILOH, S.S. 1,800 T.W.T.D.

## Turn on S.E. to L.I.L.

## No. 10, Queen's Road, West.

Hongkong, September 7, 1904. 1513

## Notices to Consignees.

## BEN LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BRUGELBUCH.

## FROM ANTWERP, LONDON AND STRAITS.

## CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 18th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1904. 1632

## NOTICE TO CONSIGNEES.

## 'SHELL' LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

## THE Steamship Bulwer, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Agents.

Hongkong, September 5, 1904. 1633

## NOTICE TO CONSIGNEES.

## 'SHELL' LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship Bulwer, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 8th Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

</div

## AGENTS FOR THE CHINA MAIL.

LONDON—Y. Algar, 11 & 12, Queen's Lane, Lombard Street, E.C. STEPHEN & CO., 20, Lombard Street, E.C. GOWAN, Loughborough, E.C. BAKER & CO., 31, Common Street, E.C. SAMUEL DIAZON & CO., 150 & 154, Leadenhall Street, W.M. WILLIS, 151, Cowen Street, E.C. RICHARDSON & CO., 160, Fleet Street, E.C. MITCHELL & CO., 120, Fleet Street, E.C. SELL'S ADVERTISING AGENCY LTD., 187, Fleet Street, E.C.

PARIS AND EUROPE—MATHIEU, FAVRE & CO., 18 Rue de la Grange-Bateliere.

NEW YORK—THE CHINESE EVANGELIST, 101, West End Street.

SAN FRANCISCO AND AMERICAN PORTS generally—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—Gordon & Gotech, Melbourne and Sydney.

Ceylon—W. M. SMITH & CO., The Associated Co., Colombo.

SATAVIA—H. M. VAN DORP & CO., SINGAPORE, STRAITS, etc.—KELLY & WALSH LTD., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & CO., Manila.

CHINA—ALFRED N. MOALE & CO., LIMITED, Foochow, BRICKETT & CO., Shanghai, LINS, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LINS, CRAWFORD & CO., and KELLY & WALSH.

## INSURANCES.

**FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.**  
STATEMENT TO SIXTY DECEMBER, 1903.

ASSETS, GOLD.....\$5,858,820.37

NET SURPLUS, GOLD.....\$2,166,118.80

INCOME, GOLD.....\$3,470,787.53.

## FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOME & CO.

Hongkong, March 23, 1904. 562

**THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.**

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL Funds at Sixty December, 1903, £2,682,650.

Authorised Capital £2,000,000  
Subscribed Capital £2,750,000

Paid-up Capital ..... £637,600 0 0

Fire Funds ..... 3,055,901 12 3

Life & Annuity Funds 13,154,188 16 7

£16,898,650 8 10

Revenue Fire Branches... 1,935,120 0 0

Life & Annuity Branches... 1,615,755 11 9

£3,560,883 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 18, 1904. 1537

## Intimations.

## WEEKLY NEWS FOR HOME.

## The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

## FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

517 per annum (including postage to China Mail Office).

5. Wyndham Street, HONGKONG.

## THE CHINA AND JAPAN TELEPHONE AND

## ELECTRIC COMPANY, LIMITED.

## HONGKONG EXCHANGE.

## SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES: \$25 per Quarter.

No Charge for Initial Installation.

N.B.—A Special Charge is made for Lines of more than average length.

## DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

## ELECTRIC SUPPLIES:

BATTERIES, CHEMICALS,

ELECTRIC BELLS,

INSULATORS, SWITCHES,

TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

## ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

## ADDRESS:—2 ICE HOUSE ROAD.

## W. Stuart Harrison,

A.M.I.C.E., Manager.

Hongkong, April 18, 1904. 140

## EAST ASIAN RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATTER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at "CHINA MAIL" Office.

Price 50 Cents each.

## WASHING BOOKS

(In English and Chinese)

WASHIRMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the Office. Price 50 cents each.

CHINA MAIL Office.

Sold by all Chemists.

## Banks.

**IMPERIAL BANK OF CHINA.**  
ESTABLISHED BY IMPERIAL DECREE, ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL.....THE £5,000,000  
PAID UP CAPITAL.....£2,000,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENTS:

PEKING, SINGAPORE, TIENTHIN.

CHENGUO, TAIWAN, TAMSU.

HANKOW, OSAKA, TOKIO.

PEKING, SHANGHAI.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches.

HONGKONG BRANCH.

Advances made on approved securities, Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per annum on the Daily Balance.

On Fixed Deposits for 3 Months .....

" " 6 .....

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